

IN THE CLAIMS:

Claims 1-22 (Canceled)

23. (Currently amended) An interior panel of an aircraft passenger cabin, with which an outer skin of an aircraft is filled; which arrangement will provide protection against fire, the interior panelling comprising:

honeycomb panelling, wherein the honeycomb panelling comprises:

at least two layers of a honeycomb body formation each of the at least two layers of the honeycomb body formation being made of a plurality of honeycomb cells arranged side by side, each of the at least two layers of the honeycomb body formation having an end of a cross section of the honeycomb body supported by and adhered to a cover layer such that the honeycomb panelling is formed of the at least two layers of the honeycomb body formation sandwiched between a top-supported cover layer facing the passenger cabin, and a bottom-supported cover layer facing a space on a side opposite to the passenger cabin, and the honeycomb panelling extends with the outer skin of the aircraft to follow the curvature of the outer skin, and each of the at least two layers of the honeycomb body formation is made of a paper or an ~~aramide~~ aramid or a combination thereof and the bottom-supported cover layer or the top-supported cover layer or both are ~~[[is]]~~ made of at least one carbon fiber reinforced plastics composite (CFK) layer~~[[s]]~~ or at least one glass fiber reinforced plastics composite (GFK) layer or both;

a burn-through-proof foil arranged such that the burn-through-proof foil conforms to an outer surface of the bottom-supported cover layer facing the space, wherein the burn-through proof foil is the outermost layer of the interior panel facing the outer skin of the aircraft, and

~~at least one burn-through-proof barrier layer is adhesively sandwiched between two of the at least two layers of the honeycomb body formation.~~

24. (Previously presented) The interior panel of claim 23, wherein at least one of the at least two layers of the honeycomb body formation is made of paper.

25. (Previously presented) The interior panel of claim 23, wherein an inner cover layer adhered to the opposite end of the cross section of each of the at least two honeycomb body formations is made of carbon fiber reinforced plastics such that the at least two layers of the honeycomb body formation adhesively sandwiches the respective inner cover layers between the at least two layers of the honeycomb body formation forming the at least one burn-through-proof barrier layer.

26. (Previously presented) The interior panel of claim 25, wherein the honeycomb panelling includes more than two of the at least two layers of the honeycomb body formation, each of the more than two of the at least two layers adhesively sandwiching the respective inner cover layers made of carbon fiber reinforced plastics between adjacent ones of the more than two of the at least two layers in series, wherein two of the inner cover layers which are adjacent to each other and lying one on top of the other are glued one to the other.

27. (Currently amended) The interior panel of claim 23, further comprising at least one burn-through-proof carbon fiber reinforced plastics composite (CFK) insulation barrier layer adhered between is glued onto an outer surface of the top supported cover layer or the bottom-supported cover layer facing the space and the burn-through-proof foil or both which comprises a plurality of burn-through-proof carbon fiber reinforced plastics insulation layers which ends the layer design of the honeycomb panelling.

28. (Currently amended) The interior panel of claim 23, wherein the at least one burn-through-proof carbon fiber reinforced plastics composite (CFK) barrier layer comprises a plurality of carbon fiber reinforced plastics composite (CFK) barrier layers.

29. (Currently amended) The interior panel of claim 23, wherein each of the layers of the honeycomb body formation is made of an aramid ~~aramide~~.

30. (Previously presented) The interior panel of claim 26, wherein each of the at least two cover layers is a carbon fiber reinforced plastics insulation layer.

31. (Cancelled)

32. (Cancelled)

33. (Currently amended) The interior panel of claim 28, wherein at least one of the plurality of carbon fiber reinforced plastics composite (CFK) barrier layers are of a burn-through-proof plastic foil.

34. (Previously presented) The interior panel of claim 23, wherein an adhesive bond between each of the at least two layers of the honeycomb body formation and the respective cover layer is implemented using a burn-through-proof adhesive.

35. (Previously presented) The interior panel of claim 34, wherein the adhesive bond is non-detachable and burn-through proof.

36. (Cancelled)

37. (Currently amended) The interior panel of claim 47-claim 36, wherein the bottom-supported cover layer includes a threaded drill hole which extends substantially perpendicularly to the outer surface of the carbon fiber reinforced plastics layer or the glass fiber reinforced plastics layer.

38. (Currently amended) The interior panel of claim 37-claim 36, wherein the insulation package comprises a hole-like leadthrough extending through a thickness of the insulation

~~package, the hole-like leadthrough being which is substantially congruently aligned with [[a]] the threaded drill hole; provided the insulation package is aligned to the outer surface of the carbon fiber reinforced plastics layer or the glass fiber reinforced plastics layer.~~

39. (Currently Amended) The interior panel of claim 38, wherein the insulation package is attached to the bottom-supported ~~glass fiber reinforced plastics cover layer by means of a burn-through-proof connection element having a threaded end which is fed through the hole-like leadthrough and which can be screwed into the threaded drill hole.~~

40. (Currently Amended) Insulation system for an outer skin of a vehicle, comprising:
a first plurality of honeycomb cells arranged side by side forming[[,]] a first honeycomb body having a top face and a bottom face, and a second plurality of honeycomb cells arranged side by side forming a second honeycomb body having a bottom face, facing in an opposite direction of the top face of the first honeycomb body, the first honeycomb body being joined to the second honeycomb body by at least two carbon fiber reinforced plastics layers between the first honeycomb body and the second honeycomb body, and

a top-supported cover layer glued on the top face for facing an interior of the vehicle and a bottom-supported cover layer glued on the bottom face

wherein the first honeycomb body and the second honeycomb body are each comprised of[[is]] a paper honeycomb or an aramid aramide honeycomb; and

~~at least two carbon fiber reinforced plastics layers;~~

a carbon fiber reinforced plastics composite (CFK) barrier layer being adhered to the bottom-supported cover layer; and

a burn-through-proof plastic foil disposed as the outermost layer on the carbon fiber reinforced plastics composite (CFK) barrier layer, without any intervening metal layers between the burn-through-proof plastic foil and the second honeycomb body

~~wherein the at least two carbon fiber reinforced plastics layers are arranged on opposite sides of the plurality of honeycombs, such that at least one of the at least two carbon fiber reinforced plastics layers is disposed on the outermost top face of at least one of the honeycomb~~

bodies and at least one of the at least two carbon fiber reinforced plastics layers is disposed on the outermost bottom face of at least one of the honeycomb bodies, without any metal layers.

41. (Currently Amended) The insulation system of claim 40, wherein the at least two carbon fiber reinforced plastics layers includes at least one of the at least two carbon fiber reinforced plastics layers being made from a burn-through-proof plastics foil carbon fiber reinforced plastics layer glued to the top face of each of the honeycomb bodies and at least one carbon fiber reinforced plastics layer glued to the bottom face of each of the honeycomb bodies.

42. (Previously presented) The insulation system of claim 40, wherein the top-supported cover layer or the bottom-supported cover layer further comprise:

a further carbon fiber reinforced plastics layer, a glass fiber reinforced plastics layer, a further honeycomb body additionally stacked on and glued to the honeycomb body or a combination thereof.

43. (Currently Amended) The interior panel of claim 47 ~~claim 36~~, wherein the insulation package comprises a burn-through-proof insulation, ~~and the burn-through-proof insulation is enclosed by a burn-through-proof foil or is layered with a combustible glass fiber reinforced plastics insulation.~~

44. (Cancelled)

45. (Cancelled)

46. (Cancelled)

47. (New) The interior panel of claim 23, wherein the burn-through-proof foil completely encloses an insulation package.

48. (New) The interior panel of claim 47, wherein the insulation package comprises a combustible insulation into which a burn-through-proof barrier layer is integrated within the combustible insulation, the burn-through-proof barrier layer extending completely through the combustible insulation to an exterior circumference of the insulation package completely enclosed by the burn-through-proof foil.

49. (New) The interior panel of claim 48, wherein the insulation package is attached to the bottom-supported cover layer by a burn-through-proof connection element, the burn-through-proof connection element having a threaded end fed through a hole-like leadthrough extending through a thickness of the combustible insulation and the burn-through-proof barrier layer, and being screwed into a threaded drill hole in the bottom-supported cover layer facing the space.